



Transportation Commission

January 4, 2012





Agenda Item #2

Funding Update



Funding Update

- City Council:
 - Adopted Master Plan amendment to change land use designation and approved a rezoning / DSUP to construct a new Safeway at 35276 King Street.
- Commonwealth Transportation Board:
 - Awarded a \$20m TIGER III grant to support the I-95 HOT Lane project.
 - Determined to include an auxiliary lane on I-395 between Duke St. and Seminary Rd. in the CLRP.

Funding Update

- WMATA:
 - WMATA Board received presentation on preliminary operating budget.
 - Governance Work Group released final report on WMATA Governance.
 - Report suggested changes such as smaller board committees, term limits, multi-year appointments of board chairs, and board appointment criteria
 - Did not address the number of people on the Board, or Alternate roles.
- NVTC:
 - Passed resolution permitting VRE to enter into agreement with VDOT to construct pedestrian tunnel between King Street Metrorail Station and Union Station.



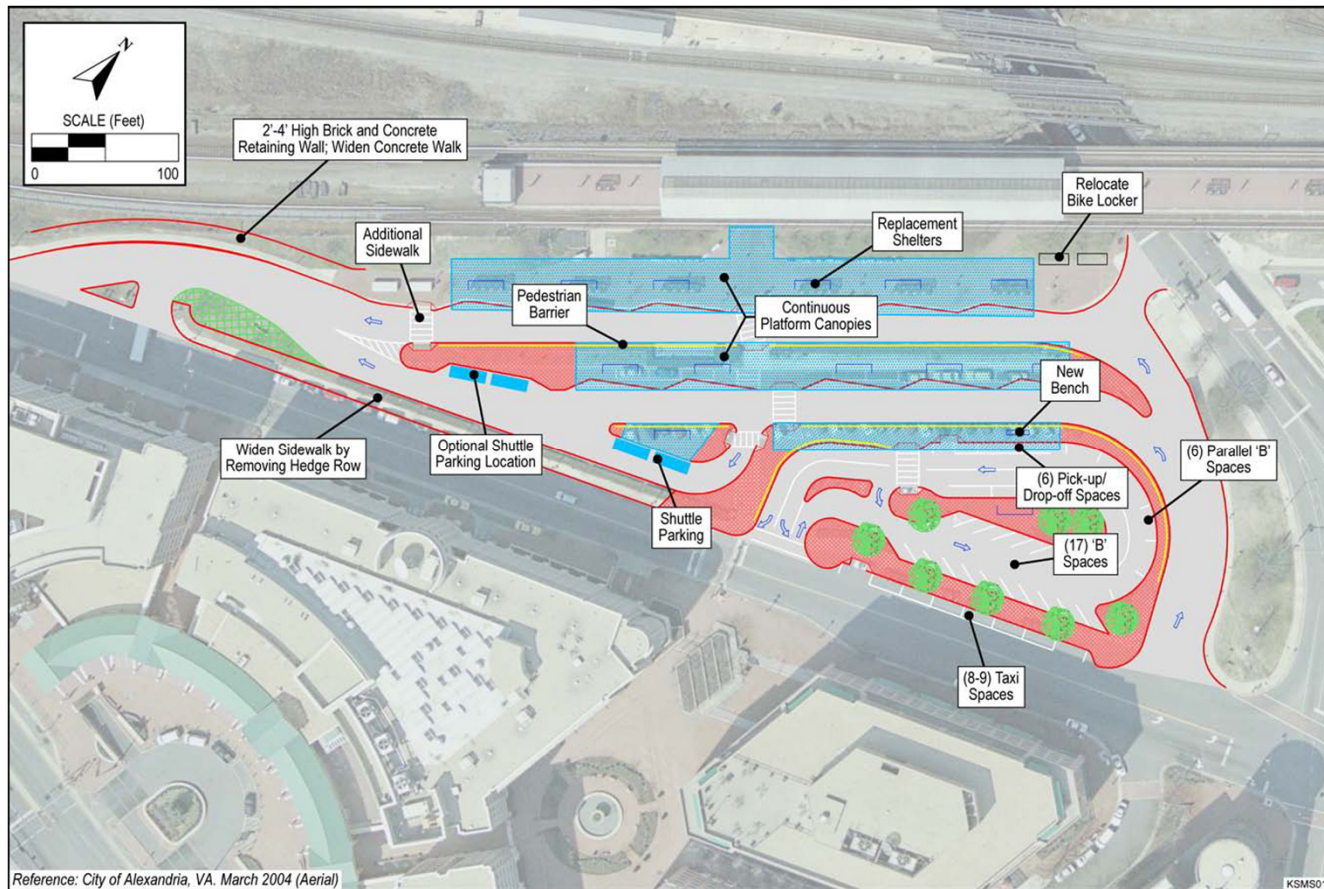
Agenda Item #3 King Street Metro Design / Funding



King Street Metro Design Funding

- The City has been in the process of improving the access facilities at the King Street Metrorail station since 2006.
- The City worked with WMATA to develop a concept design in 2008 for the station.

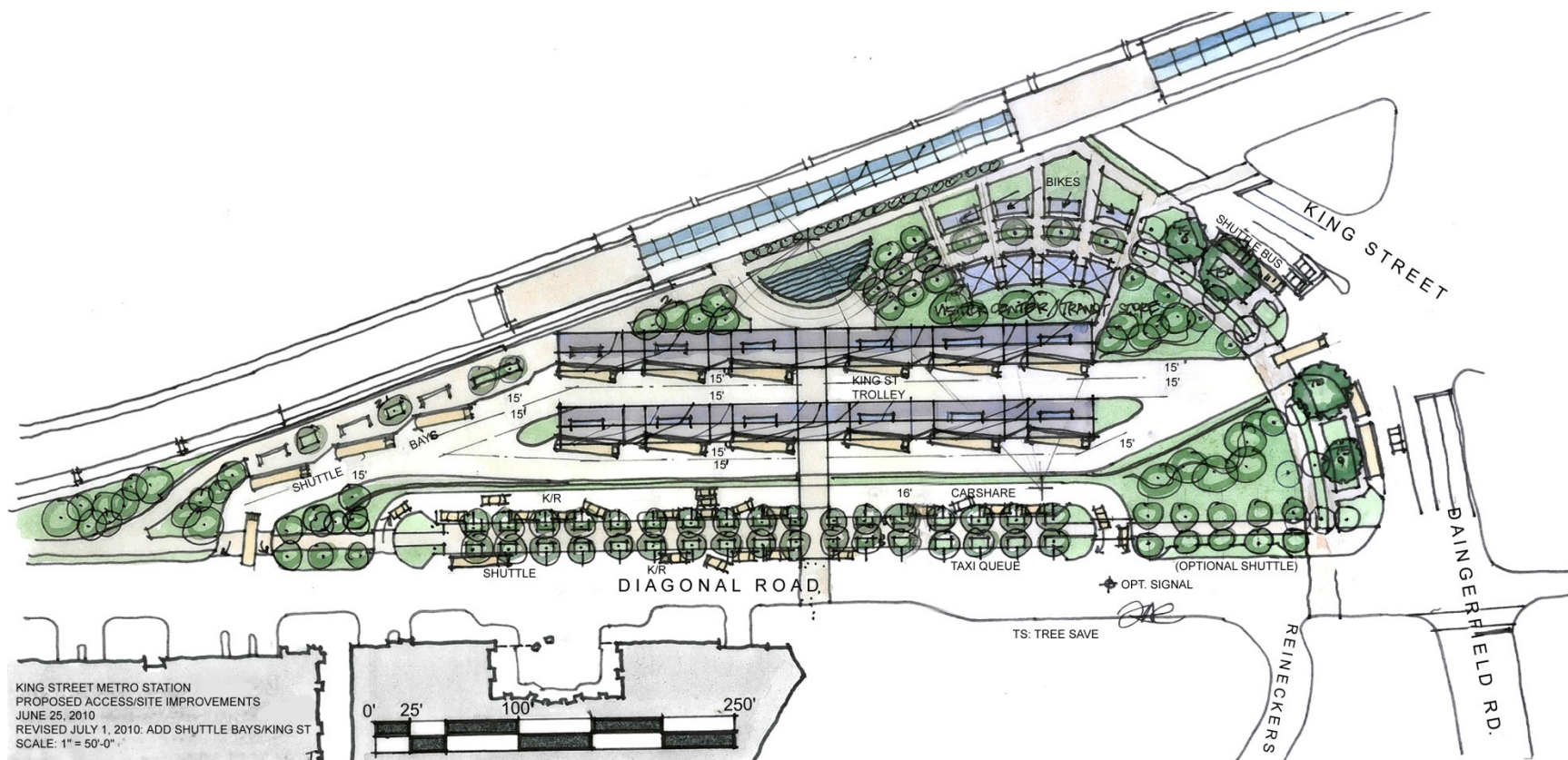
King Street Metro Design- 2008 Design



King Street Metro Design

- After the City acquired funds to build these improvements, the City made arrangements with WMATA and its consultant to design and build this facility.
- The City placed the proposal out for public review and several changes were desired. This resulted in several redesigns.

City Concept for the King Street Metro Design-August, 2010



Concept for the King Street Metro Design-May, 2011



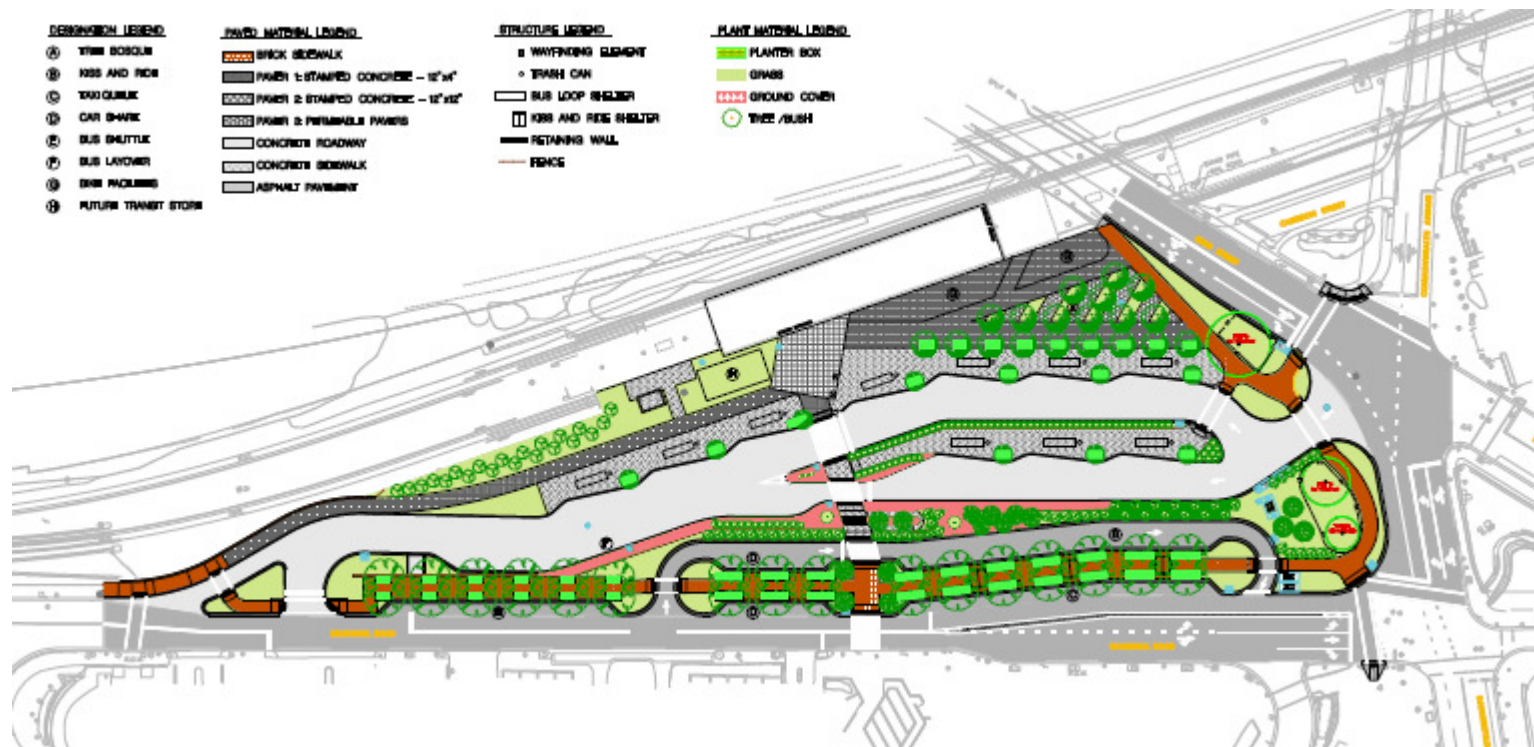
Final Concept for the King Street Metro Design

- Based upon many comments from members of the general public, City staff, DASH staff, and WMATA staff, the design was refined to include several features which were not originally scoped out.
- These included:
 - More layover spaces for buses.
 - Larger bus bays.

Final Concept for the King Street Metro Design

- Additional features incorporated in the design:
 - Improved environmental remediation.
 - Enhanced plan for project phasing and maintenance of traffic.
 - Enhanced bus waiting areas.
 - Improved sidewalks.
 - Improved bicycle amenities.
 - Additional structural elements.
- We currently estimate that these changes will require \$1.9 million of additional reprogrammed Urban funds.

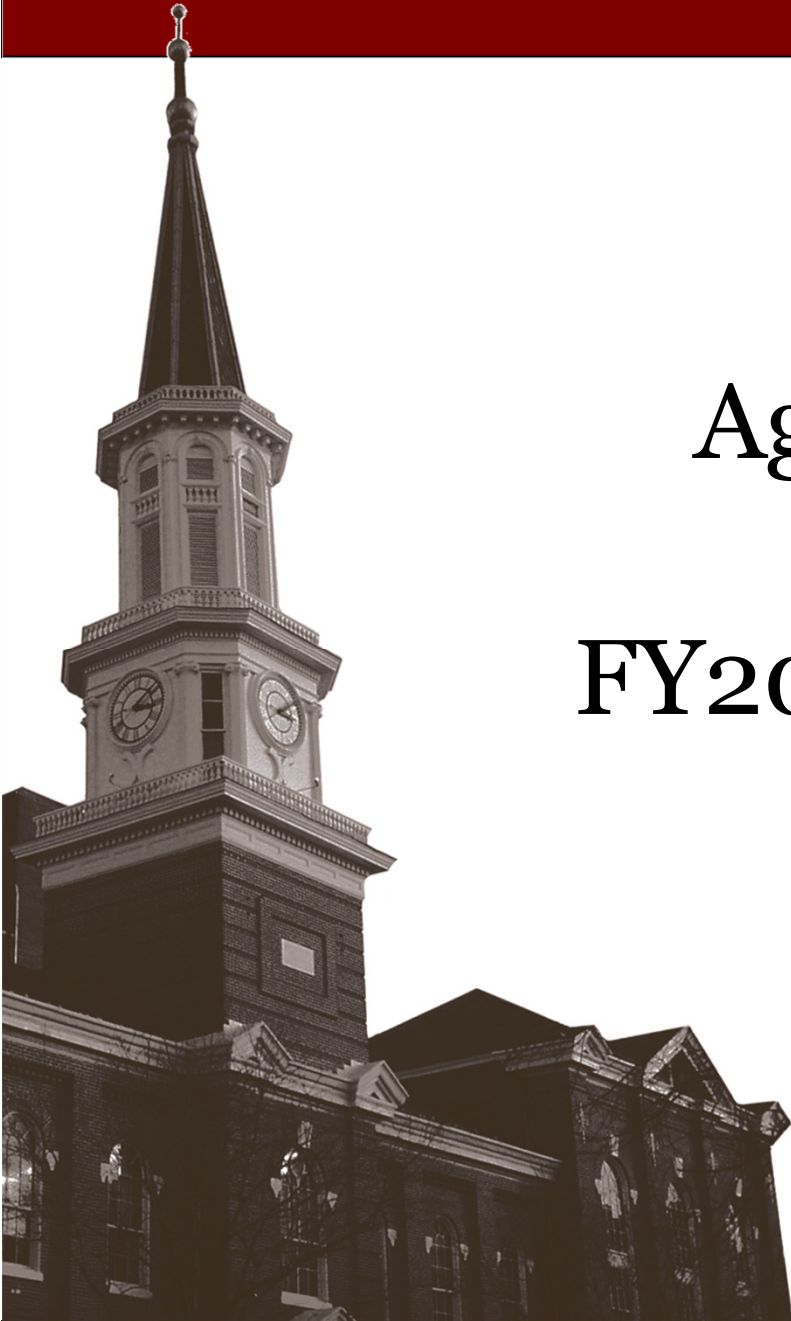
Final Concept for the King Street Metro Design-January, 2012





Agenda Item #4

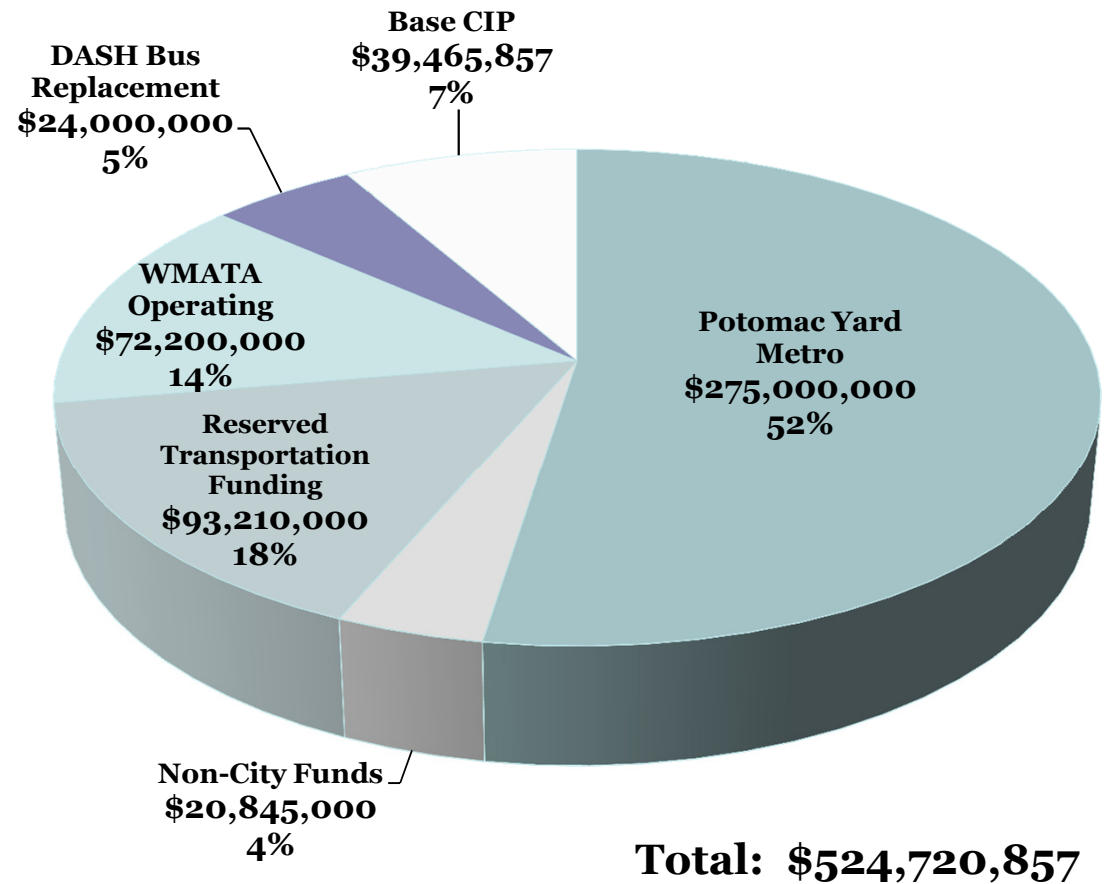
FY2013 CIP Proposal



Transportation CIP Funding

FY 2012-21

Funding Category	Total
Potomac Yard Funding	52%
Expanded Transportation Funding - Reserved 2.2 Cents + Add. Cash Capital	18%
Base CIP – WMATA	14%
Base CIP - Other	7%
Base CIP - DASH Bus Replacement (City Funds)	5%
Non-City (CMAQ, Urban Funds, etc.)	4%



Transportation Commission Guidance

- Maintain funding priorities/levels from FY 2012 Expanded Transportation Funding (\$93M over ten years)
- Limit funding adjustments within Expanded Transportation Funding and Base CIP (Other)
- Maintain funding for highest priorities set by Transportation Commission

Considerations for Ten-Year Plan

- Revised cost estimate for King Street Metro
- Revised operating costs for BRT and DASH
- Initial growth projections do not meet targets
- DASH vehicle needs

Proposed Adjustments to 10-Year Plan

- Timing and scope of Trolley Expansion
- Timing of Corridor B and Landmark Transit Station and reduced funding
- Timing of trail projects
- Timing of Corridor C funding (overall schedule unchanged)
- Use of grant funds for Corridor C
- Timing of DASH expansion
- Placeholder projects shifted to FY 2022

Process

- TC Guidance to staff
- Winter- presentation of Budget to Council
- Spring- Public hearings, TC recommendation
- May- Budget adoption

THANK YOU

COMMENTS / QUESTIONS?



Agenda Item #5

Staff Updates

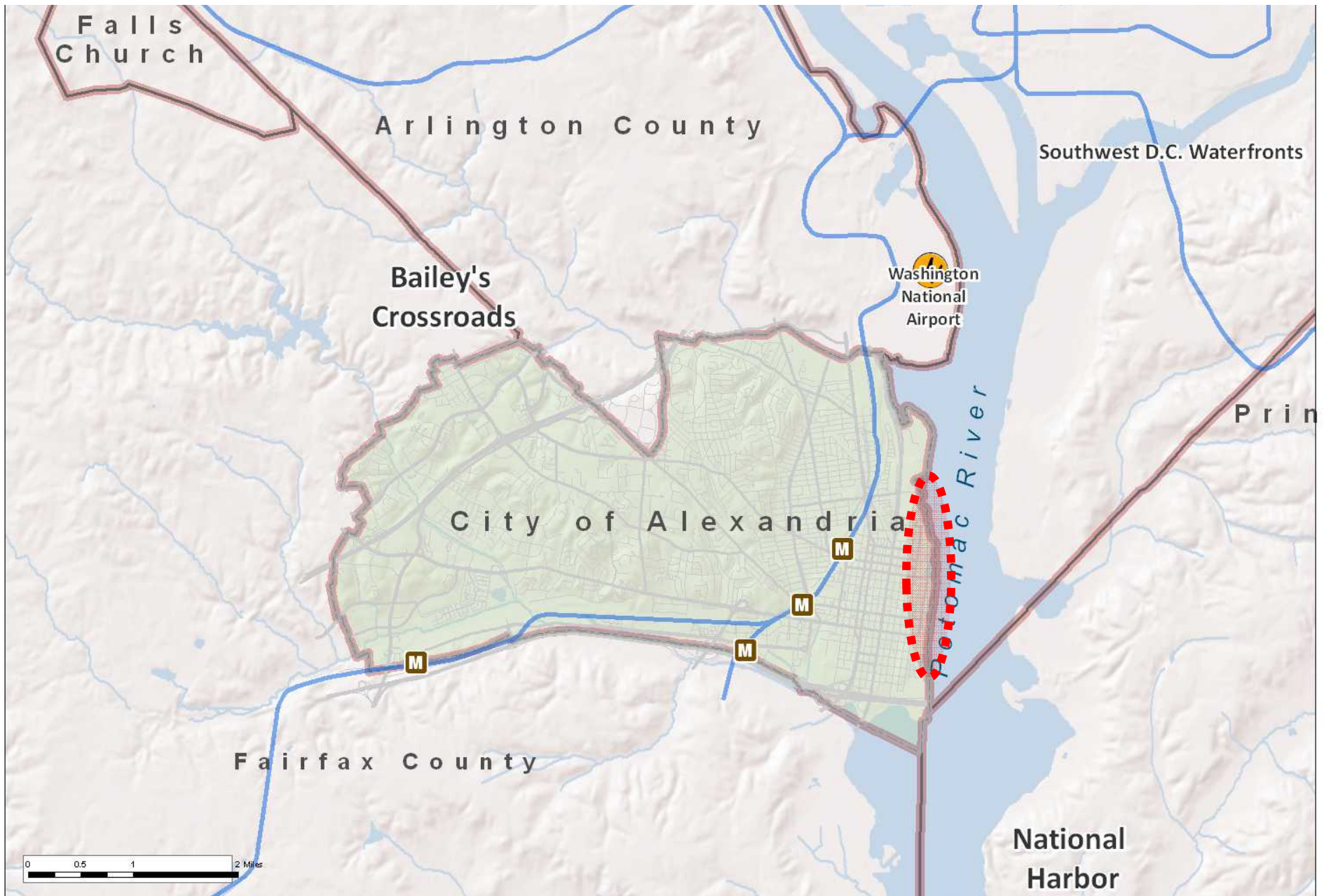


Alexandria's Waterfront

*"May this important work succeed and prosper – may it more than realize our warmest hopes – and may it restore and perpetuate the trade and prosperity of Alexandria." -
Alexandria Gazette,
December 4, 1843*



Regional Context



Waterfront Plan Community Vision

- At the foot of King Street, a new gateway to the City
- A Strand that's lively and uniquely Alexandrian
- More & better public spaces, with greater variety and more things to do
- Strongly connected to the City's history and culture
- Quality redevelopment that contributes to this vision

Foot of King Street Today



Foot of King Street

Proposal to relocate ODBC Parking lot - Fitzgerald
Square – Waterfront Park building



Waterfront Plan's Parking Principles

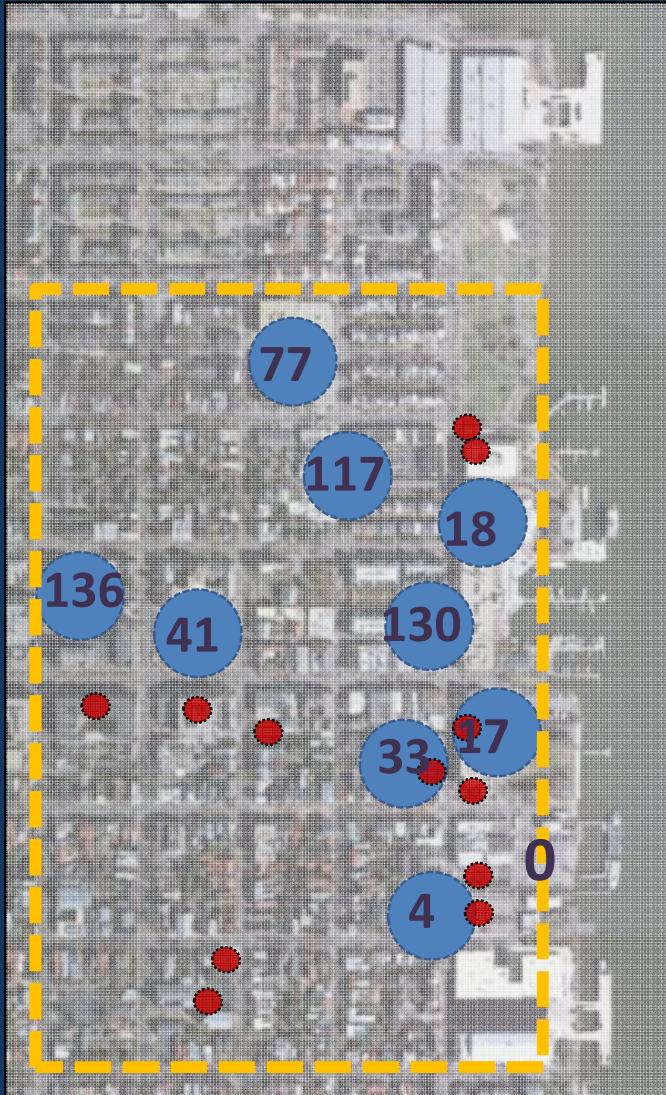
- The land adjacent to the water is for people, not cars.
- Do not build public parking; maximize use of existing spaces.
- Protect nearby neighborhoods from excessive parking impacts from Waterfront visitors.
- Direct traffic to garages and away from the foot of King Street.
- Track, report and manage:
 - Regularly measure supply, demand, and neighborhood impacts.
 - Increase capacity through valet, private garages well in advance of space shortages.
 - Use rates, signage, and other tools to manage parking.



Parking: making it work

- Study finding: not a supply problem, a utilization problem
- Get parkers into garages
- Initiatives under way; continue active parking management
 - Public garage capacity
 - Waterfront development
 - Valet parking
 - Protecting residential parking

Parking: making it work



Parking spaces today: 2,693

Parking spaces used today: 1,972

Parking spaces available today: 721

Added parking demand: 390

Surface parking spaces reduced: 171

Needed for the future: 561

Public garage valet: 633

Private garage spaces: 460

Private garage spaces (with valet): 337

Additional spaces: 1,430

Waterfront Plan – Transportation

Vehicles

- Improve parking wayfinding signage
- Optimize signals on Washington Street

Transit

- Create a multimodal hub at Waterfront
- Expand King Street Trolley operating hours and frequency

Pedestrian

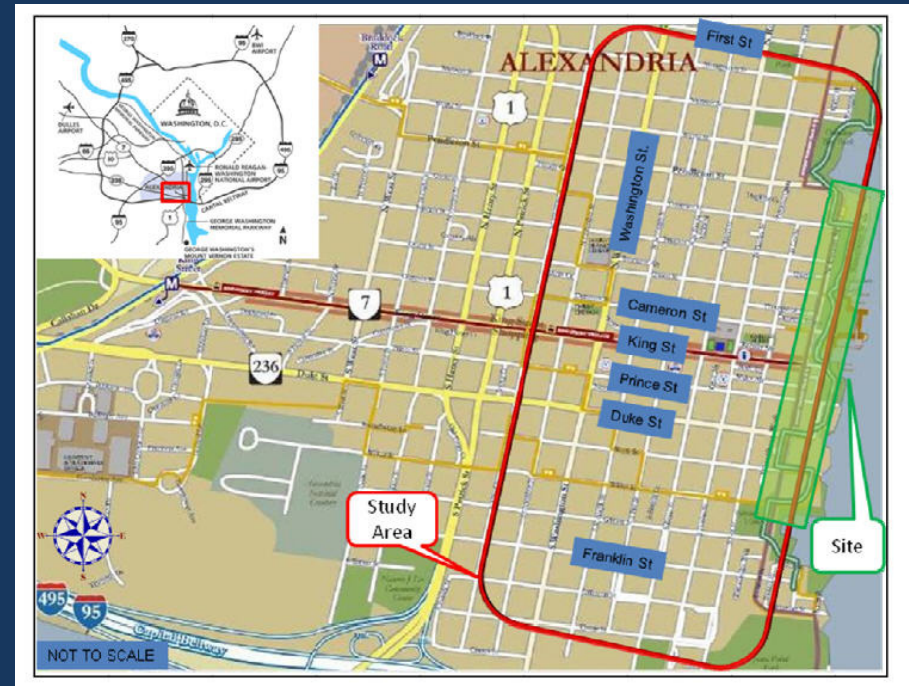
- Provide pedestrian safety improvements at intersections
- Provide pedestrian signals at Washington Street intersections
- Close unit block of King/Union to cars

Bicycle

- Delineate the urban section of the Mount Vernon Trail
- Improve signage and wayfinding
- Provide safe and accessible bicycle parking facilities

Water Taxis

- Incorporate Water Taxi stop into design of Waterfront



Waterfront Plan: Summer/Fall 2011

- **July:** Following contentious public hearing, City Council establishes Waterfront Plan Work Group; WPWG meets bi-weekly, then weekly
- **October:** CAAWP releases proposal calling for City acquisition of all/most of redevelopment sites for public space
- **November:** Staff releases analysis showing CAAWP proposal is infeasible
- **December:** WPWG reaches “broad agreement” on 85-90% of plan



Waterfront Plan: Next Steps

- **December 20, 2011:** Work Group to release Report
- **January 10, 2012:** Joint Planning Commission and City Council Work Session
- **January 21, 2012:** City Council Public Hearing on Waterfront Plan
- FY2013 budget initiative: \$250,000 CIP

Expanded Transportation Capital Funding

FY 2012-2021

1. Transit Corridor "C" Construction	\$19,500,000
2. Transit Corridor "A" Widening	\$600,000
3. Transit Corridor "A" BRT Rolling Stock	\$2,000,000
4. Transit Corridor "A" Streetcar Conversion	\$5,500,000
5. Transit Corridor "B" Construction	\$22,500,000
6. DASH Fleet Expansion	\$8,450,000
7. Expanded Trolley/Circulator/Transit Service	\$3,500,000
8. King Street Station Improvements	\$3,200,000
9. Landmark Transit Station	\$6,000,000
10. Holmes Run Greenway/Eisenhower East	\$3,550,000
11. Transportation Technologies	\$2,350,000
12. Old Cameron Run Trail	\$3,500,000
13. Backlick Run Multi-Use Paths	\$3,200,000
14. Van Dorn Metro Multimodal Bridge	\$1,000,000
15. King/Quaker/Braddock Intersection	\$6,000,000
16. Mt. Vernon Ave/Russell Road Intersection	\$1,000,000
17. Duke Street Complete Streets	\$2,310,000
18. High Street Construction	\$1,000,000

Base CIP (Other) Projects

FY 2012-2021

• ADA Access	\$100,000
• Street/Alley Reconstructions & Extensions	\$3,700,000
• Non-Motorized Transportation (Complete St.)	\$2,275,857
• Non-Motorized Transportation (Safety)	\$3,300,000
• Shared-Use Paths	\$1,180,000
• Fixed Transportation Equipment	\$10,600,000
• Retrofit Traffic Lights with LED Technology	\$250,000
• Hybrid Bus / Trolley Battery Packs	\$1,350,000
• Bridge Repairs	\$3,600,000
• Miscellaneous Undergrounding	\$860,000
• Madison & Montgomery Reconstruction	\$6,750,000
• Street Reconstructions TBD	\$5,500,000
TOTAL	\$39,465,857